ideally available only to law enforcement to vent pressure in the emergency chamber of a dual chamber brake system to automatically apply the brakes thereby bringing a moving vehicle to a stop. The device is also responsive to a second, different coded signal, available only to authorized users to vent pressure in the emergency chamber and to lock the brakes by preventing pressurized air from being supplied to the dual chamber brake system of a stopped or parked vehicle. The device is also responsive to coded signals which reverse the above-noted actions."

IN THE CLAIMS:

Cancel Claims 2 and 8 without prejudice and disclaimer.

Amend Claims 1, 3, 6, 9, 13, 14, 16, 21, 22, 24 and 26 as follows:

1. (amended) An apparatus for locking and unlocking a brake actuator of a dual chamber brake system that operates brakes with compressed air, wherein the dual chamber includes the brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in an axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, and wherein when there is compressed air in the second chamber the high spring-rate spring is compressed and allows retraction of the brake actuator from its forward position to unlock the brakes, the apparatus comprising:

electro mechanical means responsive to a first anti-terrorist coded signal for venting pressurized air from the second chamber and for preventing entry of pressurized air into the second chamber whereby expansion of the high spring rate spring causes the brake actuator to move into the axially forward position locking the brakes of the brake system, the electro mechanical means also being responsive to a second coded signal for allowing pressurized air to enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes, the

second chamber further including an inlet port, said inlet port allowing attachment of a hose through which pressurized air is normally supplied to the second chamber, and the electro mechanical means further including a solenoid valve mounted in the second chamber to shut-off the supply of pressurized air through the inlet port in response to the first coded signal, and allow the supply of pressurized air through the inlet port in response to the second coded signal.

3. (amended) An apparatus in accordance with Claim 1 wherein a conduit is included in the second chamber for venting pressurized air, said conduit being controlled by the solenoid valve, and wherein the solenoid valve allows the venting of pressurized air through the conduit in response to the first coded signal, and disallows the venting in response to the second coded signal.

6. (amended) An apparatus in accordance with Claim 5 wherein the current is supplied from a power source, a switch is interposed between the power source and the solenoid valve, and wherein the receiver decoder controls the switch in response to the first and second signals, respectively.

7. (amended) A dual chamber brake system that operates brakes with compressed air to be used in trailers and vehicles, the brake system including a brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in an axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, the high spring-rate spring being compressed and allowing retraction of the brake actuator from its forward position so as to unlock the brakes when there is compressed air in the second chamber, the brake system further comprising:

electro mechanical means responsive to a first anti-terrorist coded signal for venting pressurized air from the second chamber and for preventing entry of pressurized air into the second chamber whereby expansion of the high spring rate spring causes the brake actuator to move into the axially forward position locking

the brakes of the brake system, the electro mechanical means also being responsive to a second coded signal for allowing pressurized air to enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes, the second chamber further including an inlet port, said inlet port allowing attachment of a hose through which pressurized air is normally supplied to the second chamber, and the electro mechanical means further including a solenoid valve mounted in the second chamber to shut-off the supply of pressurized air through the inlet port in response to the first coded signal, and allow the supply of pressurized air through the inlet port in response to the second coded signal.

9. (amended) A dual chamber brake system in accordance with Claim 7 wherein a conduit is included in the second chamber for venting pressurized air, said conduit being controlled by the solenoid valve, and wherein the solenoid valve allows the venting of pressurized air through the conduit in response to the first coded signal, and disallows the venting in response to the second coded signal.

13. (amended) An apparatus for locking and unlocking a brake actuator of a dual chamber brake system that operates brakes with compressed air, wherein the dual chamber includes the brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in an axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, and wherein when there is compressed air in the second chamber the high spring-rate spring is compressed and allows retraction of the brake actuator from its forward position to unlock the brakes, the apparatus comprising:

electro mechanical means responsive to a first anti-terrorist coded signal or to a third anti-theft coded signal different from the first signal, for venting pressurized air from the second chamber and for preventing entry of pressurized

air into the second chamber whereby expansion of the high spring rate spring causes the brake actuator to move into the axially forward position locking the brakes of the brake system, the electro mechanical means also being responsive to a second coded signal or to a fourth coded signal for allowing pressurized air to enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes.

14. (amended) An apparatus in accordance with Claim 13 wherein an inlet port is included in the second chamber, said inlet port allowing attachment of a hose through which pressurized air is normally supplied to the second chamber, and wherein the electro mechanical means include a solenoid valve mounted in the pressurizable second chamber to shut-off the supply of pressurized air through the inlet port in response to the first or to the third coded signal, and allow the supply of pressurized air through the inlet port in response to the second coded or to the fourth coded signal.

16. (amended) An apparatus in accordance with Claim 13 wherein the electro mechanical means include a solenoid valve and a receiver decoder, said solenoid valve and receiver-decoder being mounted in the pressurizable second chamber and the receiver decoder being adapted for receiving the first, second, third and fourth coded signals and for controlling the solenoid valve in response to said signals.

21. A dual chamber brake system for locking and unlocking a brake actuator of a dual chamber brake system that operates brakes with compressed air to be used in trailers and vehicles, the brake system including the brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in an axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, and wherein when there is compressed air

in the second chamber the high spring-rate spring is compressed and allows retraction of the brake actuator from its forward position to unlock the brakes, the dual chamber brake system further comprising:

electro mechanical means responsive to a first anti-terrorist coded signal or to a third anti-theft coded signal different from the first signal, for venting pressurized air from the second chamber and for preventing entry of pressurized air into the second chamber whereby expansion of the high spring rate spring causes the brake actuator to move into the axially forward position locking the brakes of the brake system, the electro mechanical means also being responsive to a second coded signal or to a fourth coded signal for allowing pressurized air to enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes.

a8&9

22. (amended) A dual chamber brake system in accordance with Claim 21 wherein an inlet port is included in the second chamber, said inlet port allowing attachment of a hose through which pressurized air is normally supplied to the second chamber, and wherein the electro mechanical means include a solenoid valve mounted in the pressurizable second chamber to shut-off the supply of pressurized air through the inlet port in response to the first or to the third coded signal, and allow the supply of pressurized air through the inlet port in response to the second coded or to the fourth coded signal.

24. (amended) A dual chamber brake system in accordance with Claim 21 wherein the electro mechanical means include a solenoid valve and a receiver decoder, said solenoid valve and receiver-decoder being mounted in the pressurizable second chamber and the receiver decoder being adapted for receiving the first, second, third and fourth coded signals and for controlling the solenoid valve in response to said signals.

a9

26. (amended) A dual chamber brake system in accordance with Claim 25 wherein the current is supplied from a power source, and wherein the apparatus

a10

further comprises switch and circuit means interposed between the power source and the solenoid valve and wherein the receiver decoder controls the switch and circuit means in response to the first, second, third and fourth signals, respectively, the switch and circuit means being adapted for:

(1) interrupting the flow of current in response to the first signal received by the receiver decoder;

(2) interrupting the flow of current in response to the third signal received by the receiver decoder;

(3) allowing the flow of current in response to the second signal, received by the receiver decoder, and

(4) allowing the flow of current in response to the fourth signal received by the receiver decoder.

PLEASE ADD THE FOLLOWING NEW CLAIMS:

29. An apparatus for locking and unlocking a brake actuator of a dual chamber brake system that operates brakes with compressed air, wherein the dual chamber includes the brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in an axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, and wherein when there is compressed air in the second chamber the high spring-rate spring is compressed and allows retraction of the brake actuator from its forward position to unlock the brakes, the apparatus comprising:

electro mechanical means responsive to a first anti-terrorist coded signal or to a third anti-theft coded signal different from the first signal, for venting pressurized air from the second chamber and for preventing entry of pressurized air into the second chamber whereby expansion of the high spring rate spring causes the brake actuator to move into the axially forward position locking the brakes of the brake system, the electro mechanical means also being responsive to

a second coded signal or to a fourth coded signal for allowing pressurized air to enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes, the electro mechanical means including a solenoid valve and a receiver decoder, said receiver-decoder being adapted for receiving the first, second, third and fourth coded signals and for controlling the solenoid valve in response to said signals, the solenoid valve being controlled by flow of electric current and wherein pressurized air is vented from the second chamber and entry of pressurized air into the second chamber is prevented in the absence of flow of current through the solenoid valve, the current being supplied from a power source, and wherein the apparatus further comprises switch and circuit means interposed between the power source and the solenoid valve and wherein the receiver decoder controls the switch and circuit means in response to the first, second, third and fourth signals, respectively, the switch and circuit means being adapted for:

(1) interrupting the flow of current in response to the first signal received by the receiver decoder;

(2) interrupting the flow of current in response to the third signal received by the receiver decoder;

(3) allowing the flow of current in response to the second signal, received by the receiver decoder, and

(4) allowing the flow of current in response to the fourth signal received by the receiver decoder,

the swithch and cicuit means including three separate switches, one of said switches being a proximity switch controlled by the position of the brake actuator and staying in a closed position when pressurized air is present in the second chamber, the other two switches being controlled by the receiver decoder.

30. An apparatus in accordance with Claim 29 wherein the switch and circuit means include

(1) a conducting line between the solenoid valve and the power source, said conducting line including one of said switches controlled by the receiver decoder in response to the first and second coded signals, the proximity switch being in line with said switch controlled by the receiver decoder in response to the first and second coded signals,

(2) the switch and circuit means further including a second conducting line in parallel with the proximity switch and in line with the switch controlled by the receiver decoder in response to the first and second coded signals, said second conducting line including the second of the three switches, said second switch being controlled by the receiver decoder in response to the third and fourth coded signals.

31. A dual chamber brake system for locking and unlocking a brake actuator of a dual chamber brake system that operates brakes with compressed air to be used in trailers and vehicles, the brake system including the brake actuator in a first chamber and a high spring-rate spring in a second chamber, the brake actuator being movable in an axial direction to apply and release the brakes of the brake system; in the absence of compressed air the high spring-rate spring expanding to bias and keep the brake actuator in an axially forward position locking the brakes of the brake system, and wherein when there is compressed air in the second chamber the high spring-rate spring is compressed and allows retraction of the brake actuator from its forward position to unlock the brakes, the dual chamber brake system further comprising:

electro mechanical means responsive to a first anti-terrorist coded signal or to a third anti-theft coded signal different from the first signal, for venting pressurized air from the second chamber and for preventing entry of pressurized air into the second chamber whereby expansion of the high spring rate spring causes the brake actuator to move into the axially forward position locking the brakes of the brake system, the electro mechanical means also being responsive to a second coded signal or to a fourth coded signal for allowing pressurized air to

enter into the second chamber and for disallowing the venting of pressurized air from the second chamber thereby unlocking the brake actuator and unlocking the brakes, the electro mechanical means including a solenoid valve and a receiver decoder, said receiver-decoder being adapted for receiving the first, second, third and fourth coded signals and for controlling the solenoid valve in response to said signals, the solenoid valve being controlled by flow of electric current and wherein pressurized air is vented from the second chamber and entry of pressurized air into the second chamber is prevented in the absence of flow of current through the solenoid valve, the current being supplied from a power source, and wherein the apparatus further comprises switch and circuit means interposed between the power source and the solenoid valve and wherein the receiver decoder controls the switch and circuit means in response to the first, second, third and fourth signals, respectively, the switch and circuit means being adapted for:

(1) interrupting the flow of current in response to the first signal received by the receiver decoder;

(2) interrupting the flow of current in response to the third signal received by the receiver decoder;

(3) allowing the flow of current in response to the second signal, received by the receiver decoder, and

(4) allowing the flow of current in response to the fourth signal received by the receiver decoder,

the swithch and cicuit means including three separate switches, one of said switches being a proximity switch controlled by the position of the brake actuator and staying in a closed position when pressurized air is present in the second chamber, the other two switches being controlled by the receiver decoder.

32. A dual chamber brake system in accordance with Claim 27 wherein the switch and circuit means include

(1) a conducting line between the solenoid valve and the power source, said conducting line including one of said switches controlled by the receiver decoder